

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace, without prejudice, all prior versions, and listings, of claims in the application.

DO NOT ENTER: /XLN/

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LISTING OF THE CLAIMS:

1-13. (Canceled).

14. (Currently Amended) A method for braking two wheels of a vehicle, comprising:
linking a first value of a first brake pressure in a first wheel brake cylinder allocated to a first wheel of the two wheels with a second value of a second brake pressure in a second wheel brake cylinder allocated to a second wheel of the two wheels, wherein the linking is given on the basis of hydraulic pressure differentials dropping at respective intake valves including a first intake valve and a second intake valve;

determining a desired second pressure differential of the hydraulic pressure differentials dropping at the second intake valve from a first pressure differential of the hydraulic pressure differentials dropping at the first intake valve;

determining, from the desired second pressure differential, a coil current for generating the desired second pressure differential; and

using the determined coil current to generate the desired second pressure differential.

15. (Canceled).

16. (Previously Presented) The method as recited in Claim 14, further comprising:
determining a coil current through the first intake valve; and
from the coil current through the first intake valve, determining the first pressure differential.

17. (Previously Presented) The method as recited in Claim 16, further comprising:
determining the first pressure differential from the coil current through the first intake valve by evaluating a characteristic curve.

18. (Previously Presented) The method as recited in Claim 14, further comprising:
determining the coil current for generating the second pressure differential from a characteristic curve characterizing the second intake valve.

19. (Previously Presented) The method as recited in Claim 18, wherein the characteristic curve is a curve characterizing a correlation between the second pressure differential and the coil current for generating the second pressure differential.

20. (Previously Presented) The method as recited in Claim 14, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.

21. (Previously Presented) The method as recited in Claim 14, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.

22. (Previously Presented) The method as recited in Claim 21, wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.

23. (Previously Presented) The method as recited in Claim 14, wherein the two wheels belong to the same axle.

24. (Currently Amended) A device for braking two wheels of a vehicle, comprising:
a logic arrangement for linking a first value of a first brake pressure in a first wheel brake cylinder allocated to a first wheel of the two wheels with a second value of a second brake pressure in a second wheel brake cylinder allocated to a second wheel of the two wheels, wherein the linking is given based on hydraulic pressure differentials dropping at respective intake valves including a first intake valve and a second intake valve;

a determining arrangement to determine a desired second pressure differential of the hydraulic pressure differentials dropping at the second intake valve from a first pressure differential of the hydraulic pressure differentials dropping at the first intake valve, and to determine, from the desired second pressure differential, a coil current for generating the desired second pressure differential, wherein the determined coil current is used to generate the desired second pressure differential.

25. (Previously Presented) The device as recited in Claim 24, wherein the logic arrangement is configured so that the first pressure differential and the second pressure differential are linked via a linkage of a first coil current through the first intake valve and a

second coil current through the second intake valve.

26. (Previously Presented) The device as recited in Claim 24, wherein the first intake valve and the second intake valve are differential pressure regulating valves.

27. (Previously Presented) The device as recited in Claim 24, wherein a coil current through the first intake valve is determined, and wherein the first pressure differential is determined from the coil current through the first intake valve.

28. (Previously Presented) The device as recited in Claim 16, wherein the first pressure differential is determined from the coil current through the first intake valve by evaluating a characteristic curve.

29. (Previously Presented) The device as recited in Claim 24, wherein the coil current for generating the second pressure differential is determined from a characteristic curve characterizing the second intake valve.

30. (Previously Presented) The device as recited in Claim 29, wherein the characteristic curve is a curve characterizing a correlation between the second pressure differential and the coil current for generating the second pressure differential.

31. (Previously Presented) The device as recited in Claim 24, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.

32. (Previously Presented) The device as recited in Claim 24, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.

33. (Previously Presented) The device as recited in Claim 32, wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.

34. (Previously Presented) The device as recited in Claim 24, wherein the two wheels belong to the same axle.

35. (Previously Presented) The device as recited in Claim 24, wherein the first intake valve and the second intake valve are differential pressure regulating valves, wherein a coil current through the first intake valve is determined, and wherein the first pressure differential is determined from the coil current through the first intake valve, wherein the first pressure differential is determined from the coil current through the first intake valve by evaluating a characteristic curve, and wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.

36. (Previously Presented) The device as recited in Claim 35, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.

37. (Previously Presented) The device as recited in Claim 35, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.

38. (Previously Presented) The device as recited in Claim 24, wherein the first intake valve and the second intake valve are differential pressure regulating valves, wherein the coil current for generating the second pressure differential is determined from a characteristic curve characterizing the second intake valve, wherein the characteristic curve is a curve characterizing a correlation between the second pressure differential and the coil current for generating the second pressure differential, and wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.

39. (Previously Presented) The device as recited in Claim 38, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.

40. (Previously Presented) The device as recited in Claim 38, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.

41. (Previously Presented) The method as recited in Claim 14, wherein the first intake valve and the second intake valve are differential pressure regulating valves, wherein a coil current through the first intake valve is determined, and wherein the first pressure differential is determined from the coil current through the first intake valve, wherein the first pressure differential is determined from the coil current through the first intake valve by evaluating a characteristic curve, and wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.

42. (Previously Presented) The method as recited in Claim 41, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.

43. (Previously Presented) The method as recited in Claim 41, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.

44. (Previously Presented) The method as recited in Claim 14, wherein the first intake valve and the second intake valve are differential pressure regulating valves, wherein the coil current for generating the second pressure differential is determined from a characteristic curve characterizing the second intake valve, wherein the characteristic curve is a curve characterizing a correlation between the second pressure differential and the coil current for generating the second pressure differential, and wherein a difference between the first pressure differential and the second pressure differential is a function of at least one of an existing driving condition and the time.

45. (Previously Presented) The method as recited in Claim 44, wherein the linking indicates a maximum value for a difference between the first pressure differential and the second pressure differential.

46. (Previously Presented) The method as recited in Claim 44, wherein the linking indicates a difference between the first pressure differential and the second pressure differential.